



Commandant  
United States Coast Guard

2100 Second Street, S.W.  
Washington, DC 20593-0001  
Staff Symbol: G-CFS-2  
Phone: (202) 267-0263

COMDTINST 7310.1G  
MAY 29, 2001

## COMMANDANT INSTRUCTION 7310.1G

Subj: STANDARD RATES

1. PURPOSE. This Instruction establishes standard rates to be used in computing reimbursable charges.
2. ACTION. Area and district commanders, commanders of maintenance and logistics commands, commanding officers of headquarters units, assistant commandants for directorates, Chief Counsel and special staff offices at Headquarters shall ensure that the guidelines prescribed within this Instruction are followed.
3. DIRECTIVES AFFECTED. Standard Rates, COMDTINST 7310.1F is cancelled.
4. DISCUSSION.
  - a. The Coast Guard enters into reimbursable agreements with other government agencies in which the cost of the service provided must be recovered. The Coast Guard also has specific authority for reimbursement of certain services provided to the private sector. The enclosed rates represent the full cost to the Coast Guard for use of its resources.
  - b. An overview of the methodology used to calculate these standard rates can be downloaded at the following website:  
<http://cgweb.comdt.uscg.mil/g-cfp/g-cfs-1/deliver/ARIFAS/arifas.htm>
5. POLICY.
  - a. The enclosed rates are effective as of the date of this instruction (indicated above). Use the "Outside Government" rate for services provided to customers outside the federal government on or after this date. Use the "Inside Government" rate for intra-governmental services provided on or after this date.

DISTRIBUTION – SDL No. 139

	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z
A																										
B	1	5	10		12	2	2	2	2		2	2	2	2	2		2	2		4						2
C	2	2	2	2	2	2	2		2		4		2	4									2			
D	2	2		2	4																					
E														2	2											
F																										
G																										
H																										

NON-STANDARD DISTRIBUTION:

- b. The “direct” portion of the standard rates includes both fixed and variable components. Therefore, these rates should not be used to calculate reimbursement for FEMA, foreseeable costs related to contracting actions, cost justification for use of military aircraft or incremental operational costs. Rates for these purposes shall be promulgated separately.
  - c. Reimbursable rates for services provided which are not covered by this Instruction should be developed in consultation with Commandant (G-CFS). The Coast Guard currently has a negotiated rate of \$20,000/day for certain government users of the Polar class icebreakers.
  - d. Supplement these rates with out-of pocket costs such as:
    - (1) extra maintenance required due to extraordinary facility use or abuse, based on the actual costs of the additional materials and labor;
    - (2) incidental personnel expenses such as travel and per diem; and
    - (3) the cost of any special equipment purchased solely for the purpose of providing a reimbursable service.
  - e. Update or delete any existing rates in manuals or other publications which are based on prior issues of this instruction.
6. INQUIRES. Address questions concerning these standard rates or the determination of other charges to Commandant (G-CFS) at (202) 267-0263.
7. FORMS AVAILABILITY. Coast Guard Form, CG-5460A, Status Profile (Rev. 9-92) and Coast Guard Form, CG-5460B, Visit Profile (Rev. 9-92) can be obtained from Jetform Filler.

R. S. HOROWITZ  
Director of Finance and Procurement

- Encl: (1) Hourly Standard Rates for Cutters, Boats, and Aircraft  
(2) Hourly Standard Rates for Personnel  
(3) Standard Rates for Repair to Damaged Aids to Navigation  
(4) Hourly Standard Rates for Pollution Clean-up Equipment  
(5) Standard Rates for Vehicles  
(6) Standard Rates for Outpatient Visits

## **HOURLY STANDARD RATES FOR CUTTERS, BOATS, AND AIRCRAFT**

### **General**

The hourly standard rates for cutters, boats, and aircraft are divided into two categories “Inside Government” and “Outside Government.” The “Inside Government” rate is for use when charging other agencies within the federal government. The “Outside Government” rate is for use when charging all others.

**Inside Government** – The following are the components of the “Inside Government” rate:

**Direct Costs:** Represents direct costs incurred by a particular asset class. This includes labor, employee benefits, fuel, maintenance, etc.

**Support Costs:** Costs allocated to a particular asset class for support received from Coast Guard support activities, including but not limited to, area commands, maintenance and logistics commands, districts, groups, Integrated Support Commands (ISCs), Naval Engineering Support Units (NESUs), etc.

**General and Administrative (G&A):** Costs allocated to a particular asset class to represent benefit received from Coast Guard general and administrative activities such as legal services, payroll processing, etc.

**Outside Government** – In addition to the costs listed in the “Inside Government” rate, the following additional costs are included in the “Outside Government” rate:

**Pension Benefit Adjustment:** Costs incurred for retirement pay and medical expenses.

**Operating Asset Depreciation:** Depreciation by class of cutter, aircraft, and boat.

**Other Asset Depreciation:** Depreciation of buildings, structures, electronics, and other assets.

**Operating Asset Cost of Capital:** The annual rate of return (equal to the average long-term Treasury bond rate) applied to the net book value of cutters, aircraft, and boat asset classes.

**Other Asset Cost of Capital:** The annual rate of return (equal to the average long-term Treasury bond rate) applied to the net book value of buildings, structures, and other assets.

## **HOURLY STANDARD RATES FOR PERSONNEL**

### **Rate Computation**

The hourly standard rates for personnel services are based on prevailing annual standard personnel costs related to employee productive hours as reflected in Staffing Standards Manual, COMDTINST M5312.11(series). The rates are presented on the following page. A factor representing incurred but unfunded retirement and medical cost is included for customer effort external to the federal government.

### **Rate Application**

The average hourly rates for customers inside and outside the federal government are presented for those situations that require computations on an hourly basis. For reimbursable agreements that involve extended periods of time (e.g., monthly or yearly) contact Commandant (G-CFS) at (202) 267-0263 for appropriate guidance.

It is important to note that charges for normal crews are contained within the rates for cutters, aircraft and small boats. Therefore, use the standard personnel rates listed below only where additional personnel reimbursement is appropriate.

Actual costs for travel and per diem, if applicable, must also be included in the reimbursement.

## **STANDARD RATES FOR REPLACEMENT OR REPAIR OF DAMAGED AIDS TO NAVIGATION**

### **Rate Application:**

There are two possible components that may apply when computing a charge for repair or replacement of a damaged or destroyed aid. These components are discussed below, however, they do not include vessel, boat or vehicle time which must be determined separately based upon this instruction. Additional policy on charges for aids to navigation work is contained in 33 CFR Part 74.

### **Replacement Costs**

For the replacement of buoys, chains and the related transportation cost, see Commandant (G-SEC) website at the following URL: <http://www.uscg.mil/systems/gse/gse2/Products.htm>

Units which do not have access to the internet can obtain hard copies of these rates from Commandant (G-CFS) at (202) 267-0263.

Use actual costs for sinkers, lighting and power equipment. Include costs to install equipment on the buoy (retro, wiring, etc.)

Replacement cost for structures should be actual cost of materials. If replacement is accomplished using a contractor, charges should include contract cost, contract management cost (including inspection) and actual cost of government furnished equipment.

Charges shall include the cost of temporary floating aids until the damaged aid is replaced.

Replacement costs shall also include government labor and shall be computed using the personnel rates contained in this Instruction.

### **Temporary Aids**

Charges for temporary aids shall include actual cost for retro and signal equipment needed to place the aid in the water. After retrieval of the temporary aid include cost (either ISC or unit) to place buoy in ready for issue condition.

Monthly servicing costs vary throughout the Coast Guard and shall be computed locally at the District level by prorating costs based upon the following categories and time periods. For example, the monthly servicing cost for a steel buoy would be computed by dividing the six year overhaul cost by seventy-two.

- A 6 year overhaul cost for steel buoys
- A 6 year life for lighting and power equipment
- A 2 year life for moorings
- A 20 year life for steel buoys with the exception of 4<sup>th</sup> and 6<sup>th</sup> class
- A 2 year life for 4<sup>th</sup> and 6<sup>th</sup> class buoys
- A 8 year life for foam buoys
- A 6 year life for plastic buoys

For the purposes of applying these computed rates, a month is considered to be 16 or more days of use.

Labor for buoy servicing at support facilities shall be computed using the personnel rates contained in this instruction.

Questions concerning computing charges for damaged aids shall be referred to Commandant (G-OPN).

## HOURLY STANDARD RATES FOR POLLUTION CLEAN-UP EQUIPMENT

### Rate Application

Apply these charges for every full or fractional hour of use, excluding transit time. Make separate charges for: (1) cost of Coast Guard Strike Team personnel operating and/or supervising the operations of the equipment based on the standard rates for personnel, enclosure (2); (2) actual fuel costs associated with operational use of the equipment; (3) the cost of transporting the equipment to and from the job site; and (4) actual reimbursement cost when performed by a contractor. To obtain cost guidance on any other equipment not listed below contact G-MOR.

## HOURLY STANDARD RATES FOR POLLUTION CLEAN-UP EQUIPMENT

<u>Equipment Type</u>	<u>Rate</u>	<u>Equipment Type</u>	<u>Rate</u>
Voss System trailer	\$221	Fast Sweep Boom	\$26
DESMI 250 Skimmer and Control Std	\$34	Large Pump System w/ Trailer	\$217
High Speed Skimmer	\$65	Small Pump System	\$67
Deutz Prime Mover	\$22	Non-Submersible Pumps	\$18
Highstar Prime Mover	\$23	Storage Inflatable Barge	\$68
CCN-150 Pump	\$33	Boom Mooring System	\$89
DOP 250 Pump	\$40	Dracone Off-Loading Pump Systems	\$201
650 Ft Inflatable Boom (1 reel)	\$41	Storage Seaslugs	\$119
Inflatable Boom (5 reels) w/ trailer	\$195	Pollution Response Trailers	\$316
500 ft Foam Boom	\$25	Command/Comms Offices	
500 ft Foam Boom, 3 Boxes w/Trailer	\$51		

## **STANDARD RATES FOR VEHICLES**

### **Rate Computation**

The standard rates for vehicles are available from GSA at the following web site:

<http://www.fss.gsa.gov/vehicles/leasing/2000/index.cfm> These rates represent averages for similar vehicle types from different regions of the country. Units which do not have access to the internet can obtain hard copies of these rates from Commandant (G-CFS) at (202) 267-0263.

### **Rate Application**

The rates are applied for every full or fractional mile or month of use. These rates can be prorated to a daily rate if necessary. If the vehicle is a commercial rental or GSA lease, charge the actual cost of the rental if available. Include a charge for personnel if the driver is not attached to another unit (such as cutter, aircraft or small boat) involved in the operation.

## **STANDARD RATES FOR OUTPATIENT VISITS**

All care provided to other than Coast Guard beneficiaries shall be reported on form CG-5460A, Status Profile, or CG5460B, Visit Profile, and entered into the Clinic Automated Management System (CLAMS) for further transmission to Commandant (G-WKH-3). The Finance Center bills the authorized non-Coast Guard user in accordance with the annually updated, inter-agency rates published in the Federal register and the procedures established in existing Memorandums of Agreement (MOA).

Routine Medical care should not be furnished to personnel other than those specifically entitled by U.S.C. Non-routine care will be billed on a case-by-case basis, depending on actual circumstances, in accordance with the procedures outlined above.

Contact Commandant (G-WRP) for further guidance.



## Hourly Standard Rates for Cutters, Boats, and Aircraft

		Inside Government Rate				Outside Government Rate (added components)					
		Direct	Support	G&A	Total	Pension Adjustment	Op Asset Depreciation	Other Asset Depreciation	Op Asset Cost of Cap	Other Asset Cost of Cap	Total
Cutters	WHEC	\$2,772	\$1,405	\$898	\$5,074	\$749	\$809	\$79	\$727	\$59	\$7,497
	WMEC 270	\$1,861	\$856	\$616	\$3,332	\$499	\$514	\$49	\$560	\$29	\$4,983
	WAGB MACKINAW	\$3,151	\$2,007	\$1,038	\$6,196	\$876	\$0	\$120	\$0	\$91	\$7,283
	WLI	\$428	\$340	\$176	\$944	\$132	\$0	\$19	\$0	\$15	\$1,111
	WLIC	\$618	\$349	\$181	\$1,147	\$163	\$3	\$21	\$2	\$16	\$1,353
	WYTL	\$555	\$432	\$224	\$1,211	\$170	\$0	\$25	\$0	\$19	\$1,424
	WTGB	\$1,290	\$714	\$369	\$2,373	\$338	\$242	\$44	\$204	\$34	\$3,234
	WLR	\$615	\$430	\$223	\$1,268	\$178	\$9	\$25	\$10	\$19	\$1,509
	WMEC 210	\$1,485	\$713	\$500	\$2,697	\$411	\$357	\$48	\$290	\$28	\$3,831
	WPB 82	\$389	\$322	\$167	\$877	\$123	\$2	\$18	\$0	\$14	\$1,035
	WPB 110	\$436	\$662	\$265	\$1,363	\$127	\$93	\$29	\$113	\$25	\$1,751
	WLB 180	\$1,625	\$1,290	\$667	\$3,581	\$241	\$109	\$35	\$38	\$27	\$4,032
	WLB 225	\$1,661	\$1,255	\$649	\$3,564	\$500	\$723	\$72	\$1,253	\$55	\$6,168
	WLM 175	\$1,312	\$823	\$426	\$2,562	\$307	\$504	\$42	\$886	\$32	\$4,333
	WAGB POLAR	\$5,294	\$2,331	\$1,206	\$8,832	\$707	\$990	\$86	\$424	\$65	\$11,103
	WPB 87	\$336	\$274	\$142	\$751	\$105	\$112	\$16	\$204	\$12	\$1,200
	WMEC 213_230	\$1,569	\$3,404	\$924	\$5,897	\$724	\$0	\$253	\$0	\$288	\$7,162
Boats	ANB (55' & 63')	\$365	\$174	\$97	\$637	\$108	\$28	\$28	\$17	\$30	\$847
	BU/BUSL (45', 46' & 49')	\$317	\$119	\$66	\$503	\$87	\$219	\$23	\$258	\$24	\$1,113
	MLB/UTB (41', 44', 47', & 52')	\$736	\$620	\$345	\$1,701	\$273	\$21	\$72	\$22	\$74	\$2,162
	PWB (28')	\$195	\$25	\$14	\$234	\$43	\$19	\$11	\$14	\$12	\$334
	SRB (30')	\$298	\$24	\$14	\$336	\$63	\$42	\$17	\$9	\$18	\$485
	TANB/TPSB (21', 22' & 25')	\$236	\$131	\$73	\$440	\$73	\$13	\$19	\$11	\$20	\$577
	FR/WP/SKI (12', 14', 16' & 18')	\$163	\$162	\$91	\$417	\$66	\$1	\$17	\$1	\$18	\$519
	RIB/UTL (13', 15', 16', 21' 25', & 28')	\$400	\$421	\$234	\$1,055	\$166	\$11	\$44	\$2	\$45	\$1,322
Aircraft	HH65A (CO)	\$3,379	\$907	\$836	\$5,122	\$580	\$320	\$242	\$151	\$113	\$6,528
	HU25 (CO)	\$4,364	\$787	\$725	\$5,876	\$555	\$599	\$235	\$132	\$106	\$7,503
	HC130H (CO)	\$5,942	\$1,272	\$1,173	\$8,387	\$1,012	\$1,124	\$432	\$412	\$187	\$11,554
	HH60J (CO)	\$4,567	\$1,288	\$1,187	\$7,042	\$833	\$1,208	\$346	\$976	\$161	\$10,566
	VC4A (CO)	\$1,380	\$916	\$844	\$3,140	\$244	\$0	\$60	\$0	\$57	\$3,500
	C2OB (CO)	\$4,247	\$0	\$1,090	\$5,337	\$178	\$1,109	\$13	\$1,035	\$8	\$7,680